

Press-Herald

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Thanksgiving Message

One of the hardest requirements of all scripture to meet is probably this: "In everything give thanks." This is really difficult, perhaps more so than trying to observe one of the ten commandments or one of the sayings of Jesus "Thank God whatever happens."

How can we give thanks in all circumstances—human perversity, poverty, illness, disappointment, frustration being what they are. Does God ask too much when he asks for our thanksgiving?

The best souls among us say "NO." They have looked at life in its rawness, its roughness, its challenges and they have quietly bowed and said: "Father, we thank thee." And they have meant it.

The Pilgrims did this on that first Thanksgiving. They knew what adversity meant. They had nearly starved, many of their loved ones had died, the future looked bleak. But they paused to give thanks.

We give thanks today because we are made of the same stuff as our pilgrim forbears. Our problems may differ in degree but nonetheless they are disturbing, frustrating and hang just as heavy over us as did those in the days of the pilgrim fathers. Problems remain the same—merely in different clothing. And we still thank God for all that He is and all that He has done.

OTHERS SAY

Taking a Stand

Ever so often, a Chamber of Commerce is criticized for taking a position on issues which its Directors feel are important to the area it covers. The question arises here, as well as in many cities across the land . . . "Should Chambers of Commerce take a stand on controversial issues and problems?" We firmly believe that our Chamber must be willing to "take a stand" on key issues based on sound policies approved by your Board of Directors. This is the key to a stronger Chamber!

The Chamber of Commerce of the United States in a recent bulletin had some interesting comments on this subject.

First, that there should be indecision by a Chamber on an issue that affects the well-being of business and the community is surely a sign of ineffectiveness. Of course, the Chamber should take a stand!

Second, it is not easy. The issue or problem must be timely in importance and general in application to business and the community. The Chamber must dig out the facts so that a proper decision can be made in taking a stand.

This emphasizes the value of adopting statements of position with respect to economic, social and political philosophy. This is called "policy" and becomes the foundation of actions pursued in implementing the program of work.

It takes courage to take a stand. And, the Chamber will lose on some issues. Many Chambers have earned greater respect by taking a stand and fighting for that which is right as far as the business community is concerned.

Yes, Chambers should take a stand. It sharpens the ability of the organization to deal with factors which influence the growth and development of the area they serve. More important yet, "to stand FOR something is a good way to steer clear of putting up with anything."—Business News and Views, Torrance Chamber of Commerce.

We should remember that work continues to be indispensable to man's security, well-being, and growth. This is no less true for the disabled and handicapped than for those of us who are more fortunate. Our society has prospered because it offers to all the hope of achieving fullness of life. Therefore, the handicapped should not be isolated—we cannot afford this. We cannot afford to stifle the fulfillment of their legitimate desires.—Columbia (Tenn.) Herald.

Time was when a private company and/or individual was expected to look after his own welfare, and charity was something to take only when absolutely necessary. America was a strong, moral nation, with parents having sole responsibility for their offspring. Crime was much less than it is today, those trespassing on the rights of others were treated as criminals and not "victims of society," and the individual had the right to exercise his own free will. Divorce, drunkenness, and immorality were not prevalent in the percentages of today. Statistics prove that these percentages have grown much faster than has the population.—Fountain (Colo.) Advertiser News.

Morning Report:

No, I don't think the Minutemen are a national menace. Even though New York peace officers said they were the owners of a million rounds of ammunition, rifles, machine guns, bazookas and a crossbow picked up in a recent raid. But they are a national embarrassment.

Overseas, we are supposed to be the world's most powerful country. But this outfit cuts us down to the size of a banana republic or one of the less stable emerging nations. Who is going to believe we'll put a man on the moon when the Minutemen maintain they need guns to protect the country from communism?

A lot of kooks have saluted the Flag with great fervor—but this is the one outfit that apparently does it with a crossbow in one hand.

Abe Mellinkoff

Please! Don't Call That A "Dove!"

QUEER LIFE FORM WHICH INFESTS CAMPUSES, BUT SHUNS LEARNING; OVER-DEVELOPED MOUTH AND LEFT WING;



UNIVERSITY EXPLORER

Alertness of Passenger Can Aid Driving Safety

Automobile passenger are not just "back seat drivers"—they can be of help to the driver. One important assistance is to watch for signs of drowsiness in the driver. After all, the life the passenger saves may well be his own!

It's reasonable to assume that any fatigue the passenger feels is shared by the driver. Officer Dan C. Roberts of the Los Angeles Police Department tells of an early morning freeway accident. A truck driver who passed only a split second before the collision said both were slumped over the front seat, obviously asleep. The ill-starred passenger might have prevented the tragedy by either conversing with the driver, watching for the rigidity or immobility which usually precedes dozing, or perhaps by suggesting that they pull completely off the road and take a nap. A rider who notices that the driver has fallen asleep should avoid startling him. "He should be roused gently," says Dr. Slade F. Hulbert, research psychologist in the Institute of Transportation and Traffic Engineering at UCLA.

Passengers can reduce the fatigue that accounts for so many accidents by taking their own turns at the wheel. The passenger may propose a stop for coffee or a cola drink every two hours, as the American Medical Association recommends.

Can the passenger discourage the driver who has had too much to drink? Both Captain T. F. Jones in the Accident Investigation Division of the Los Angeles Police Department and Dr. Hulbert claim that one of the most effective ways to keep drunken drivers off the streets is to refuse to ride with them. Officer Roberts says accident reports frequently include remarks of passenger who claim they warned the driver that he was not sober enough to be behind the wheel. Nevertheless, they accompanied him.

The passenger should refrain from blocking the driver's view, talking incessantly, blasting the car radio, exhibiting undue nervousness over the driver's ability—and he never should struggle with the driver to get control of the steering wheel. The passenger can assume the responsibility of riding herd on youngsters or pets, securing loose gear and packages and making sure that any garments hung in the car are hung only over the left rear window.

But even the noblest Good Samaritan should look and think twice before leaping in to assist a driver in trouble. Officials who are

trained to deal with roadside mishaps say that if he has parked his car carelessly in his haste to get to the victim, or runs heedlessly into the roadway, he has only added to the danger. The solicitous witness to a freeway accident can usually help more by taking the nearest off-ramp to a telephone to call for emergency assistance.

There are hundreds of ways that non-drivers can contribute to traffic safety. But it's the person at the controls who has the ultimate responsibility, the split-second decision that means the difference between a hit or a miss. The man who files a plane is trained to survey the landscape over which he is flying, always with the thought that he might have to choose an emergency landing field. This attitude of readiness is equally appropriate for the motorist on our high-speed highways. By broadening his vision and vigilance, he may lengthen his life. — (Prepared for the "University Explorer" program by the University of California.)

Captain James and Sergeant F. J. Wysocki in Traffic Services suggest that people avoid driving when psychological factors, illness or medication may impair their faculties. The alarming number of accidents caused by the last minute dash to the maternity ward could be averted, says Captain James, if the parents-to-be would solicit the help of a nearby friend or neighbor to act as chauffeur when the labor pains start. An expectant father should not attempt to drive at such an emotional time.

In accord with an admonition from the American Medical Association that "many medicines, not just a few, can affect the way in which you handle the wheel," Dr. Hulbert urges car owners to request a ride from friend or family when it is necessary to report to the doctor for relief of pain or an incapacitating illness. Don't drive under the influence of antihistamines, cold tablets, sedatives or tranquilizers, warns the AMA.

The front-seat passenger with a cool head and a little knowledge can be a big help if the driver panics. Officer Roberts told of one tragic accident in which a woman was driving with a male passenger when the accelerator stuck. When she realized she was speeding through city streets at 65 miles per hour, her brakes long since burned out, the driver opened the left hand door and jumped out of the hurtling sedan. The passenger was killed when the driverless car crashed into a building. The simple expedient of turning off the ignition key could have saved his life.

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HERB CAEN SAYS:

When You've Seen Two, You've Seen Them All

Shallow thoughts that escaped from a fortune cookie factory:

The war in Viet Nam is a David and Goliath story that requires us to believe that Goliath is the good guy.

If you can continue with your lovemaking while the telephone rings, you and your belle are definitely not out of ardor.

Ladies who wear curlers in their hair downtown look no worse than men who wear toothpicks between their teeth.

The main trouble with the attractions in the topless joints is that when you've seen two, you've seen 'em all.

People who profess to find a Red under every bed must spend most of their time in a most peculiar position.

Slight hell to pay out at S.F. City College: Dr. Eugene Mead brought Nazi George Lincoln Rockwell into his sociology class to lecture to the students—and the protests are pouring in from all sides. Dr. Lloyd Luckmann, the school's coordinator of instruction, who okeyed Rockwell's appearance, is a little embarrassed: "At first I thought of it as sociology in the raw — a

chance for the students to see a psychopathic personality at close quarters. Actually it wasn't all bad—Rockwell is his own worst advocate. But it will never happen again."

Gypsy violinist Emil Bruh, the best in the business, is back in Alexis' Gypsy Cellar—having been fired six times and rehired

seven. Says Alexis moodily, while listening to Emil's impeccable rendering of "Kalinka": "Sometimes I get so mad at that devil I could kill him, but he plays like an angel. I'm hooked."

Memo to novelist Ken Kesey: Brother Antonius, the Dominican friar and pre-Beat poet speaks up as follows: "Ever since Moses glimpsed the hind part of God on Mt. Sinai, humanity has been trying to crash the peepshow. LSD is the latest free pass . . . A vision of God that is authentic but forbidden has obsessed truth seekers for ages, but actually there is no substitute for sin. Any moral theologian will tell you that, if you are going to sin, sin. But leave the chemistry to the medics."

Unmasked: Section 23111 of the California Vehicle Code, points out Driving Instructor Hugh James, prohibits the throwing of lighted substances onto the highway, and ends with these words: "This section shall be known as the Paul Bozo act." "At last," says Hugh, "we know Smokey the Bear's real name!"

JAMES DORAIS

Winner Take All System Of Voting Hit by States

One of the great continuing mysteries of the ages is why the United States Supreme Court decides to hear some cases before it and not others.

The Court's decision last week to reject a suit brought by the State of Delaware and twelve other states, charging that the president is unconstitutional under the Court's one-man, one-vote doctrine, did nothing to clear up the mystery.

In a series of decisions in recent years, the Court set in motion an as yet unfinished revolution by requiring states to reapportion their legislatures—and presumably all other legislative bodies within the states—on the basis of equal population districts, regardless of geography or political subdivisions.

WILLIAM HOGAN

Vintage Thurber Works An Unexpected Delight

"My husband," one Thurber woman says to another, "went up to bed one night and was never seen again."

Captions alone are not enough; what you must have in the late James Thurber's comment on the human condition are his people, which Dorothy Parker once described as having "the outer semblance of unbaked cookies."

The book I have appreciated most since returning to my desk from vacation is one I did not have to read. My appreciation is based not merely on that fact. It is based on surprise at confronting the happy ghost of Thurber in a new collection of drawings of male and female animals (including the human) called "Thurber & Company" (Harper, \$6.95). This is a surprise for collectors of Thurber, and a very funny book for just about anybody.

The drawings are unfamiliar, and go back to 1917-18, long before The New Yorker was thought about. The older ones are interesting, if bad, yet once these

Nothing in the original U.S. Constitution requires the states to do so. But the high Court decided, in what many critics and dissenting Court justices considered a strained interpretation, that the equal protection clause of the 14th Amendment makes the one-man

World Affairs

one-vote principal mandatory.

The Delaware suit asked the Court to outlaw the present manner in which the President and Vice President are chosen by the electoral college. Under the followed by all states, a Presidential candidate may win 50.1 per cent or less of the popular vote in a state, but still win all of its electoral votes.

Nothing in the original

Constitution required the states to adopt this system. The electoral college device itself was a compromise between those who wanted the President elected by direct, popular vote, and those who wished him elected by the Congress. The Constitution requires merely that the electors will be chosen in each state "in such manner as the legislature thereof may direct."

Under the "winner take all" system, which has prevailed in all states since 1832, a Presidential candidate chosen by a majority of voters in the entire country can lose to the candidate preferred by a majority of voters in the larger states. This has actually happened twice—in 1876 and 1888.

The last time the Court ruled on the issue was in 1882 when it held that the states were acting under a power which "cannot be taken from them."

But in the matter of apportionment of legislatures, the Court held that the self-same power could be taken from the states, and proceeded to do so.

Why it has now refused to even consider following its own precedent by extending the one-man one-vote principle to the electoral college is too arcane a matter for the lay mind to grasp.

Quote

Parents who are afraid to put their foot down usually have children—who step on their toes.—Duanne C. Griggs, The New London (Iowa) Journal.

Education should not be confused with learning how to work.—George B. Bowra, Aztec (N.M.) Independent Review.

My Neighbors



"Well—I dunno...!"